

Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,172 號三十第百壹千壹萬第 日壹初月伍年六十二緒光 HONGKONG, MONDAY, MAY 28TH, 1900. 一拜禮 號捌十式月五年百九千壹英港香 PRICE \$2 PER MONTH.

New Advertisements will be found on page 1.

INTIMATIONS.

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WITH possession about the latter part of June next, a FIRST FLOOR in QUEEN'S ROAD CENTRAL, or vicinity, with 4 to 6 Rooms, for a Dwelling.

X. M.

Care of Hongkong Daily Press, Hongkong, 10th May, 1900.

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The sale of this good Scotch Whisky is monthly. It is of Superb Quality and of CUTLER, PALMER & CO.'S Selection. Sole Agents for—

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Price \$10.75 PER DOZEN

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SPECIAL BLEND WHISKY
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WINE SHIPPERS SINCE 1815.

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GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

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\$2.50 per Bag of 250 lbs.

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43 & 45, QUEEN'S ROAD EAST, Hongkong, 3rd November, 1899. [24261]

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TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.30 a.m. Every quarter of an hour

8.30 a.m. to 9.30 a.m. Every ten minutes

9.30 a.m. to 10.30 a.m. Every quarter of an hour

10.30 a.m. to 11.30 a.m. Every quarter of an hour

11.30 a.m. to 12.30 p.m. Every quarter of an hour

12.30 p.m. to 1.30 p.m. Every quarter of an hour

1.30 p.m. to 2.30 p.m. Every quarter of an hour

2.30 p.m. to 3.30 p.m. Every quarter of an hour

3.30 p.m. to 4.30 p.m. Every quarter of an hour

4.30 p.m. to 5.30 p.m. Every quarter of an hour

5.30 p.m. to 6.30 p.m. Every quarter of an hour

6.30 p.m. to 7.30 p.m. Every quarter of an hour

7.30 p.m. to 8.30 p.m. Every quarter of an hour

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10.30 a.m. to 11.30 a.m. Every quarter of an hour

11.30 a.m. to 12.30 p.m. Every quarter of an hour

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Hongkong, 17th April, 1900.

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NOTICE TO CORRESPONDENTS.
Our communications relating to the new columns should be addressed to THE EDITOR. Correspondents must forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address Press—A.B.C. Code.
P.O. Box 38. Telephone No. 12.

DEATH.
At his own Villa in Rosetti Road, No. 65A, at Trieste, on the 23rd April, 1900, CARLO ZANUZZI, the late Agent of the Austrian Lloyd's S. N. Co. in Hongkong. B.F. [1000]

The Daily Press.

Hongkong, May 28th, 1900.

The emote at Weihaiwei, which except to the thirty unfortunate villagers who lost their lives, was fortunately little more than a farce, is yet indicative of the Chinese system of treachery and untruth, fostered by centuries of isolation, which sixty years of intercourse have not in the slightest degree modified. But it also illustrates a want on our side, and that is of the ability, on the part of our officials, to read the Chinese character aright, which leads them in the majority of cases to make no provision ahead for this peculiar development, and so eventually leaves the road open for such displays as have recently occurred at places as far apart as Yunnan, Kowloon and Weihaiwei. In the abstract the Confucian doctrine of appealing to reason rather than to force has within it a certain air of grandeur; and we naturally look upon the nation which could conceive it, and acknowledge it for twenty-four centuries as the groundwork of its policy, as entitled to our highest consideration. When, however, leaving the abstract, we come to look a little more narrowly into this scheme of government by moral force, the outcome is not beautiful; and we are perforce led to enquire whether this result is a natural development of the system, or the outcome of some national kink in the Chinese, which leads them, with so strange an insistence, invariably to do the wrong thing at the crucial moment. Socially the ordinary Chinaman is not greatly different

from his fellows; though naturally suspicious of his neighbour, he can from time to time do a just, or even generous action. Even in his private relations with a foreigner, he is, with certain customary reservations, on the whole trustworthy; but when it occurs that he has to conduct any international business, however unimportant, the whole character of the man seems to undergo a strange transformation. His entire conduct at once partakes of that of a man under the influence of panic; he forgets the simplest dictates of common sense, and takes refuge in the most absurd evasions and prevarications; and untruths of the most contemptible and frequently truculent description become his only means of defence. This is the result of the attempted substitution of reason for brute force, and affords a strange commentary on our modern doctrinaire methods. Viewed in the abstract, there is much to admire in the modern aspirations for the substitution of peaceful measures for the horrors of war, which, however we strive to alleviate its evils, must always remain a fearful thing. The nations of the civilised world met in conference only a few months ago to discuss the possibilities of the situation, and had scarcely left the conference when one of the bloodiest wars of modern times broke out. But this, contradictory as it seemed to the opinions openly expressed by the delegates of the various nations, was not by any means the most instructive part of the meeting. England and the United States, always the most sincere wishers for peace, had forestalled the work of the Conference by ten years previously, referring an international dispute to this very arbitration which the delegates were last year recommending for general acceptance. That arbitration, which, in the ordinary case of an action at law, would have been decided by any regular court in the course of at most a few months, dragged on a weary existence for nearly ten years; and its decision had not been given when the Peace Conference finally closed. The question was a by no means complicated one, being only an ordinary case of breach of contract, where the facts were acknowledged by both sides, and presented little difficulty. The Portuguese government had granted to an American citizen a concession for making a railway from Lorenzo Marques, to the border of the Transvaal, and had engaged that no competing line should be made within a specified distance; on the other hand the line was to be of a certain description, and was to be completed within a certain time, the concessionaire having certain rights as to rates. The President of the Transvaal Republic did not like the terms of the concession, and went to Portugal to propose to make a competing line alongside the other; he was told by the Prime Minister that the contract was already made, and the honour of the country was pledged to carry it through. Mr. Kruger, who had thought it worth his while to go in person to Lisbon for this special purpose, was not content, and went to the Finance Minister, who proved more compliant. The line, however, was made, but owing to the crooked policy of the Portuguese Government was not up to time; whereupon that government under the influence of Mr. Kruger quietly annexed the railway, and refused to grant any compensation to the promoters. Finally an arrangement was come to through the United States and British Governments to refer the matter to arbitration, and three well known Swiss jurists, whose neutralised country seemed to promise impartiality, were selected as the referees. What happened we do not yet know, but somehow Mr. Kruger got hold of the referees so effectively that for nine years the case was shelved, and when at last the two Governments mainly interested pressed the completion of the arbitration, an award which left out the principal points, and which ignored the admitted facts, was handed in. Looking back through the whole of our intercourse with China, it is curious to find that on each occasion the same difficulty has arisen and it is instructive to observe how consonant it is with the Chinaman's ordinary course when involved in a difficulty with a neighbour. So convinced is the ordinary native of the venality of his courts, that he feels that a reference to them would probably be equivalent to his ruin; still, as the matter has to be settled somehow, he does as did England and America, and refers the affair to arbitration—"peace-talkers," as he calls them. His affairs at once become public property, his most secret arrangements are dragged into the glare of publicity, and he himself ceases to have any part or share in the control of his actions. In this respect we may look to China as a precedent; nothing is more laudible in the abstract than the principle of referring our differences to arbitration; but we have here the case of a nation whose experience extends over two thousand years, and may be supposed know to something about it. Even the most ardent member of the peace party could scarcely call the experiment a success. It seems hard, but there is evidently no escape from the difficult, by at least a new human nature shall have been developed; and any attempt meanwhile to rely on reason as a substitute for physical force will only end in more disastrous consequences.

In the 24 hours between noon of the 25th and noon of the 26th instant there were thirty fresh cases of plague and twenty-nine deaths.

This day week being White Monday, will be observed as a holiday in the Government Offices, except in the Police Magistrate's Department.

On Saturday evening Mr. J. Macdonald read an interesting paper on "Tonnage" before the members of the Institution of Engineers and Shipbuilders of Hongkong.

Our late Siamese visitors, under the charge of Mr. Carter, of King's College, Bangkok, were back in Siam on the 14th inst. We are glad to be able to state that Mr. James, who was obliged to remain behind through illness, is now much better.

A notification by the President of the Board of Health, Honolulu, declaring Honolulu and all other places in the Hawaiian Islands free from infection by plague, appears in the Gazette.

Mr. Erich Georg says in his Weekly Share List, dated 26th May:—"Only a small business has been done during the week under review, and, with the exception of Hongkong and Shanghai Bank shares and Raab shares, which have risen considerably, rates have not undergone any change of importance."

A Soochow despatch states that Chu, the acting Provincial Judge of Kiangsu, has been denounced to the Throne on account of various misdeeds, and that Li Ping-heng, the Investigating Imperial Commissioner of the Yangtze Valley, was expected to arrive soon at Soochow to personally investigate the charges.

The Gazette notifies that additional information has been received from the Government of Indo-China that immigration of Asiatics from Hongkong to the ports of Indo-China is prohibited until further notice; and that the following articles of commerce are similarly interdicted:—Every kind of grain, meal or flour, and food made of dried paste or dough; also rag, drill cloth, old clothes, articles of bedding and all goods of Asiatic origin or manufacture.

The remarks which we quoted in Saturday's issue from the N.C. Daily News' Nanjing correspondent, to the effect that a German gunboat lying at Nanjing had caused some unpleasantness with the Chinese officials, appear not to be quite correct. At any rate our correspondent says in its issue of the 22nd inst.:—"We have the assurance of the German Admiral that no unpleasantness whatever has occurred, and although it is true enough that the Gefion was visiting Nanjing, there had been no dispute whatever between the Captain and officers and the Chinese officials. It is probable that our correspondent had unwittingly been led astray by information derived from Chinese sources."

The last English mail brought news to this colony of the death of Mr. Carlo Zanussi, who, as recently as 1894 was the Austrian Lloyd's Agent here. Mr. Zanussi first came to Hongkong in the interests of the great Trieste shipping firm in 1884, as Assistant with Mr. Oscar Bachrach. Between this date and 1894, he was Agent for his Company both in Bombay and in Singapore. He was an unobtrusive man, and endeared himself to all with whom he came in contact. He retired from the service of his Company some three or four years ago. He was a nephew of Zanella, the well-known Italian poet, and was himself of unusually wide and cultured reading. His early demise, at the age of 45, although fortified with the last rites of his church, will come as an unexpectedly severe shock to his numerous local friends and acquaintances.

In his report just issued, Dr. Stanley, of the Health Department, Municipal Council, Shanghai, says:—"Perhaps the greatest sanitary evil in Shanghai, and one which is daily becoming greater, is that of overcrowding, which is universally admitted to be the worst of all unhealthy conditions and one which cannot be counterbalanced by other sanitary measures. . . . It may be held that it will be impossible to deal with overcrowding satisfactorily because of the high price of land; but to this objection the answer is, the high value of land is the result of the absence of any such rules. The value of building land is other things being equal, proportionate to the number of inhabitants it will accommodate; and if the accommodation of a given area is to be unlimited, the price of land will be almost unlimited also. To purchase plots of vacant ground and call them 'langhs' is as true remedy for overcrowding. The only real remedy is to have the open ground dovetailing with the houses."

The London and China Express says:—"The latest reports from the hinterland of Kiao-chow are to the effect that the energetic action of the German Government has soon brought about a more peaceful state of affairs in that region. The presence of German troops in the town of Kiao-chow has along worked wonders. The Governor-General, Yuan Shi Kai, has given orders that Chinese troops are to protect the work of railway construction, which has been raised five kilometres southwards of Kiamai. The work on the further region will doubtless be resumed on the completion of the present negotiations at Tientsin. The general attitude of the Chinese has become much more peaceful, and the presence of two companies of marine infantry, accompanied by cavalry and guns, has shown the Chinese that the Germans do not intend to suffer any interruption in their work of opening up the hinterland of Kiao-chow by means of railways. Germany has in this respect taken a last out of Russia's book to some purpose."

According to the Shanghai vernacular papers the witnesses from Shanghai against King Lian-shan in the Macao Court fled after the first trial, as they knew it was impossible to get King into the trap. The plaintiff's lawyers have also given up the case. It is said King will be certainly released in a few days.

Despatches from reliable quarters at Peking state that many soldiers of the Manchukuo nobility have joined the Boxer Association, and that several Princes and Dukes have given their consent to act as Patrons of that Society, although the walls of Peking have recently been placarded with Imperial proclamations denouncing the Boxers as outlaws, and they are therefore liable to be executed according to the laws.

A Labuan correspondent writes on the 29th ult. to the Manila Times:—"It is reported that Rajah Brooke, the ruler of Sarawak, intends making another raid into Brunei territory somewhere about the vicinity of the Trusan River. We allowed him last time to seize this property from the Sultan of Brunei in violation of our Treaty with the latter power, but, in any case, if Brunei is to go it were better that it should go into the hand of Rajah Brooke than into those of this wretched Chartered Company."

Ya Hsien, the notoriously anti-foreign Governor of Shantung, who has been transferred to Shand by the Empress Dowager with the half avowed object of stirring up difficulties there for the British Syndicate engaged in exploiting the Shantung mines, is already getting his hand into business. The Peking Syndicate some time ago applied for formal permission to open a certain mine in that province within the area covered by their concession, but the new Governor has successfully frustrated the Syndicate on the ground that the site selected is "too mountainous and very inconvenient."

The following Notice to Mariners has been issued by the Coast Inspector, Shanghai:—"Fool-cow District. River Min. Rocky Point Beacon Notice is hereby given that a Beacon, named the Rocky Point Beacon, has been erected on the ledge of rocks existing about half-way between Tunai and Tintao, and bearing from Half-tide Beacon W. by S. 3 S. distant 8 cables. The Beacon is situated about 80 feet from the outer extremity of the ledge of rocks. It consists of a spar surmounted by a cage, which is elevated about 13 feet above high water. The Beacon is painted red, and on the cage, the words 'Rocky Point' are painted. Vessels are recommended not to approach within one cable of the Beacon."

TELEGRAMS.

"DAILY PRESS" SERVICE.

London, 25th May, 8.15 p.m.

THE WAR—NEWS FROM THE FRONT.

It is unofficially reported that Lord Roberts is two marches distant from the Vaal River. General Hunter has occupied Vryburg.

THE DREYFUS CASE AGAIN.

Questioned as to whether any documents had been purloined in view of the re-opening of the Dreyfus case, General Gallifet replied that he grieved to learn that certain documents existed, of which an officer in the Ministry of War had divulged the contents.

London, 26th May, 8.25 p.m.

ACROSS THE VAAL—WHERE THE BOERS WOULD FIGHT TO THE DEATH.

Lord Roberts reports that the advanced columns crossed the Vaal River on the 24th inst. near Pary's. Colonel Ian Hamilton has reached Boschbank. Scouts have arrived at Viljoen's Drift.

REUTER'S SERVICE.

London, 24th May.

THE WAR—LORD ROBERTS' ADVANCE.
Lord Roberts has arrived at the south bank of the Rhenoster and found the enemy fled. General Kelly Kenny reports that the Yeomanry have cleared the country between Bloemfontein and Bishof.

London, 24th May.

RAPID ADVANCE EXPECTED.
It is reported that the Boers are trekking straight to the Vaal River, where they declare they will fight to the death.

General French is now at Prospect on the railway, five miles north of Bloemfontein; General Hamilton is co-operating with him. It is the general opinion that the British army will arrive at Pretoria as fast as they can march.

London, 25th May.

THE WAR—THE WESTERN FRONTIER.

General Hunter's division has occupied Vryburg, to which trains are now running. His town will be made the base of operations of the western column.

LAINGS NEK.

General Buller is posting guns round Laings Nek, where a severe struggle is expected.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 26th May.

ANTI-CHRISTIAN AGITATORS.
Some idlers and vagabonds have been going about the streets hawking and spreading wild and absurd news, about the Roman Catholics and selling at one-cash a piece tracts intended to incite the populace to disturbances. They say among other things, that H.E. the Viceroy Li Hung-chang has received orders from the Emperor "to destroy the Christian Church." The French Bishop, the Right Rev. Aug. Chausse, having got hold of this piece of news, sent it to the French Consul, and requested him to bring it to the notice of the Viceroy, who ordered the local mandarins to make arrests and issue a notification as follows:—"The Nam Hoi and Fanyu Magistrates by order of H. E. the Viceroy Li issue this notification for the information of the people; that it is unlawful to invent or publish news containing any wild and scurrilous language against the Christian religion, with intent to deceive the mind of the people, for the Christian religion is permissible in China by Treaty; that the Chinese who embrace Christianity are Chinese subjects the same as those who have not, and are amenable to the law of China; consequently there ought not to be any distinction; and that orders have been given to the soldiers and police to arrest any person or persons (be he or they newspaper man or otherwise), and these will be severely punished according to law."

DISCIPLINE WITH AN UNFORTUNATE RESULT.
A certain Mr. Wong who has been to America, and knows something of foreign drilling, was appointed commandant of the native army by the Viceroy, having under his command 500 soldiers. He was pretty strict and meant to drill discipline firmly. He spoke English in drilling and taught his soldiers to handle a rifle and to march. Whilst he was on the parade ground at the north gate on the 21st inst. one of the soldiers could not hold laughing, whereon he lost his temper, and grasping the scabbard of his sword, he ordered him to be caught and brought before him to be punished by bambooing for breach of discipline. The soldier shouted out "save life," and abused the commandant. Commandant Wong becoming more and more excited and angry took a sword and was going to kill him. The soldier had his partisans, and they also got excited and wanted to seize and punish Wong for over-severity. Just as they were on the point of raising a revolt, Wong became so frightened that he decided to leave by the back door to save his own life!

PURE WATER FOR CANTON.

Permission has been granted by H.E. Li Hung-chang to Mr. Ho So Kai and others of Hongkong to establish waterworks in Canton and to supply the city and its suburbs with pure water from Chang-Po. It is said that the promoters are going to start a joint stock company on limited liability principles to carry out this enormous enterprise. It should be a paying concern.

THE DRAGON-BOAT FESTIVAL.

The 1st of June next being the first of the dragon-boats, all the official yamen and Customs will be closed and a general public holiday observed. A few days previously to this it is usual for boats of 50 to 80 yards long each and manned by 120 to 150 persons, generally half naked coolies and hawkers beating drums and gongs, to paddle about and exercise in the river preparatory to the event. As a rule flower-boats would raise the price of hiring from a few dollars up to \$120 or more each for a day and a night; and the wealthy people don their best clothes in their boats on that gala day, ready to vie with each other in showing off, and spending money. They give prizes of silver medals, silk flags, wine, roast pigs and ducks to the dragon-boats. With this feast is connected the following legend:—Wat-yun was a privy councillor of Prince Hui of the state of Cho, B.C. 314, and stood high in his favour, until ousted from his position by a jealous rival who unjustly denounced him to the sovereign. Finding his counsel disregarded, and the condition of his country becoming desperate, this disgraced minister resolved to bid farewell to life, and taking himself to the bank of the river Mi Lo, after revealing his distress and final resolution to a fisherman whom he encountered, clasped a stone to his bosom and plunged beneath the waters. This suicide took place on the 5th day of the 5th moon, and in commemoration of the statesman's death, the people of Cho were accustomed on that day to hold an animal festival, when offerings of rice were cast into the river, to propitiate it, it was said, the water spirits as was done when attempts were made to recover his body. This festival is generally celebrated in the southern part of China, under the name of the feast of dragon-boats, and a peculiar description of rice pudding or dumpling enveloped in the leaves of a water-plant is also in commemoration of the event.

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INTERNATIONALS

NOTICE,

REPAIRS A SPECIALITY.

SHANGHAI, 12TH MAY, 1900.

by intending subscribers at the said offices of
the Company.
Shanghai, 12th May, 1900. 1496

INTERNATIONALS

The following extraordinary comment upon the notice that the Boer prisoners were to be sent to Ceylon appears in the *Madras Times*:—"In ones respect, however, the transportation of prisoners would be most inappropriate. Ceylon once more it is time belonged to the Dutch, and the present war has been fought by the Dutch possessing a large body of Boer soldiers and officers." bearing Dutch surmises and misapprehensions, on the German Emperor's principle that blood is thicker than water, these Dutchmen cannot do otherwise than sympathize in a great measure with the Boers in the present campaign. "Such a feeling is quite natural; and it would be very unwise to stir the feelings of our peaceful Dutch subjects in Ceylon by bringing into their midst a legion of fellow-Dutch captives, captured while fighting for the independence of their country. The burning way, however, in which the Government are proceeding in the present war, and the treatment of the prisoners at the present war, doesn't afford much confidence that the present Government will do anything else but miscalculate the signal."

The following is the report of proceedings of the Annual Ordinary General Meeting, held on April 11, 1900.

The Fifth Annual Ordinary General Meeting of the Bank of China and Japan, Limited, was held at the Canton Street Hotel, Canton, on April 11th, under the presidency of William Kewick, Esq. M.P., "to receive and consider the Annual Statement of Accounts and Balance Sheet, and the Report of the Directors thereon; to elect Directors in room of Mr. Wm. Kewick, M.P., and Mr. F. D. Sassoon, who, by the Chairman, were elected for the ensuing year, and to appoint Auditors for the ensuing year."

The CHAIRMAN, in opening the proceedings, said: "The General Manager will read the notice calling this meeting."

The GENERAL MANAGER (Mr. F. C. Bishop) having read the notice as above.

The CHAIRMAN then read the Report, which is in your hands, and which we will take as read, is a much less satisfactory statement of 12 months' work than the Board hoped they would have to submit to you. The reasons why the realised profit is so small are various, but the chief are the effect of the great advance in the Chinese exchange rates for the last year and an unfortunate and unexpected loss at Singapore due to the ill-judged operations in the change of our Manager there. The year was a difficult one in exchange, as is acknowledged by all the Banks whose statements for 1899 have been published, and an unbroken fall in the exchange has added to the difficulties of the old Bank, and with limited means, has naturally had adverse circumstances to contend with. Still the Bank, in addition to attending to its own special business, has been usefully engaged in realising and dealing with the assets of the old concern, and although the Chinese shareholders have been allowed to see that the management and the question of liability has been transferred from Shanghai to Peking, where it is hoped high Chinese authorities will recognise the undoubted responsibility of shareholders and take means to enforce a settlement.

The American case, which was first given in the Annual Report, has been allowed to pass, and the meetings and the questions against the Bank has now been carried into the High Court at Albany, and our legal advisers consider the likelihood is that a final decision will be given in our favour. I will now turn to the accounts, and will take first the balance sheet, which you will observe shows in the capital account, that meetings and the questions against the Bank, due to there having been 318 shares forfeited against 67 allotted during the year. Of the 67 overdue calls outstanding at 31st December 1898 £28 7s. 2d. have since been received, and the 318 shares outstanding at 31st December 1898 £28 7s. 2d. still outstanding, we expect we shall receive at least £9,000, and that the sum at credit of "Installment of Calls on shares not yet allotted" will be increased from £1,389 16s. 8d. to about double that sum, to £2,779 12s. 4d. The 318 shares not yet allotted, but fully paid up, will be recovered, but we have succeeded in recovering £5,400. Of the balance, £8,339 12s. 4d. still outstanding, we expect we shall receive at least £9,000, and that the sum at credit of "Installment of Calls on shares not yet allotted" will be increased from £1,389 16s. 8d. to about double that sum, to £2,779 12s. 4d. The 318 shares not yet allotted, but fully paid up, will be recovered, but we have succeeded in recovering £5,400. Of the balance, £8,339 12s. 4d. still outstanding, we expect we shall receive at least £9,000, and that the sum at credit of "Installment of Calls on shares not yet allotted" will be increased from £1,389 16s. 8d. to about double that sum, to £2,779 12s. 4d. The 318 shares not yet allotted, but fully paid up, will be recovered, but we have succeeded in recovering £5,400. 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NEWS VIA THE MAIL.

THE BOER REPUBLICS.

Lorenzo Marques, 26th April.
The fact is vouched for by credible witnesses that the Boer Government is collecting enormous quantities of prisoners at depots in the Lydenburg district. The London Echo reports that the Boers contemplate the possibility of the burgher forces being called upon to make a final stand in that mountainous region.

Meanwhile the districts round Johannesburg and Pretoria are being extensively intrenched. Boers, however, knowing something of the experiences of the Ladang holocaust, and making prisoners are hardly likely to consent to submit to be besieged in Pretoria, and this is probably the reason for the provisioning of the Lydenburg district.

Workmen are being employed night and day by Bernhardus Potgieter, at Johannesburg and are turning out 700 loads a week of the "Pompe." Enormous quantities of silk have been commandeered at Johannesburg for the purpose of making war balloons.

25th April.

The *Girondo* of yesterday brought another miscellaneous collection of foreigners on their way to the Transvaal. The number was markedly decreased in the number of those arriving.

Pretoria, 24th April.
Commandant Prinsloo has been tried on the charge of high treason and found guilty. He has been sentenced to nine months' imprisonment. "The punishment," it was stated, should have been death. The sentence was on account of the Commandant's advanced age.

'THE PEACE MISSION.'

Vionna, April 28.
According to a letter from The Hague, published by the *Peter Lloyd*, the Boer peace mission was so arranged matters as to arrive in America about the middle of May, a week before the Presidential electoral campaign. The Republican Convention meets at Philadelphia in the beginning of June, and the South African war will figure prominently in its proceedings. The Hague correspondent concludes thus:—"It can only be hoped that the expectations of the Boers in that respect may be disappointed."

THE BRITISH PRISONERS.

Pretoria, 23rd April.
Upwards of 200 British soldiers are sick at Waterfall with fever and dysentery. Most of the cases are mild.

Lorenzo Marques, 26th April.
The Boers have released 14 wounded British soldiers. They were taken to the Pretoria or Delagoa Bay at a few minutes' notice without any provision for the journey. With the exception of a scanty breakfast, the men were virtually without food during the first day's journey, and would have been in a terrible plight in the second but for the kindness of some fellow-countrymen who had accompanied them. A few of them have lost limbs, but the remainder are only temporarily incapacitated for active service. No intimation of their release was sent to the British authorities here.

LORD SALISBURY ON COLONIAL AID.

London, 1st May.
Lord Salisbury, speaking after the President's delegates' banquet, spoke in the highest terms of praise of the part taken by the Australian and Canadian contingents in the South African war. He remarked that the colonial contingents had greatly assisted the Imperial troops and had borne the brunt of many conflicts during the campaign.

"The British Empire," he said, "has done this for no immediate interest of their own, but out of sympathy for their fellow subjects and out of enthusiasm for the British Empire."

The magnificent spectacle presented by the spontaneous and loyal assistance offered by the colonies had taken them all by surprise, but the Government could not have foreseen the result. The outside world fancied that the parts of the vast British Empire were too far separated for practical utility in the way of exercising co-operation, and that patriotism had been destroyed.

The other nations had discovered their mistakes and found that seas did not sever the component parts of the Empire.

The splendid and unexampled service of the colonial contingents in the field was not exceeded by any other part of the British force.

They had drawn the Empire together, affording to the Imperial Government great moral support at a time when, apart from the attitude of the United States, there seemed no hope where there had been recent, foreign nations, and especially the "gratier press" of those nations, had denounced Great Britain's action in the war. In spite of all Great Britain had remained calm, and her equanimity was due to the consciousness that other and more competent powers than herself possessed the same feelings and hearty approved of the righteous cause in which the Empire was fighting.

The action of the colonies heightened the character, the prestige, and the wishes of Great Britain in the eyes of the world.

Hereafter statesmen would realise how important and easy withal was the promptly and concurrence of colonies in such significant relations between Great Britain and her colonies, whose free impulses in developing their own vitality would enable them to exert an influence unparalleled in the world.

THE BOER PEACE DELEGATION IN AMERICA.

Colonial Hay, the United States Secretary of State, has intimated that he will receive Messrs. Potgieter, Wolmarans, and Wessels, the Boer peace delegates, who are about to start for America, unofficially and merely as distinguished individuals.

The United States Senate by 90 to 20 votes has declined to accept Mr. Pettigrew's resolution of sympathy with the Boers.

Mr. Bryan, the Democratic candidate for the office of President of the United States, speaking at Chicago, declared that if elected a Democratic Government would express most sympathetic sentiments towards the Boers.

It would also tender the good offices of the government at the proper moment towards bringing about peace.

A HELPLESS CRIPPLE!

N. Bengert, of Norborne, says:—For nineteen months I lay a helpless cripple from Rheumatism. The weight of my body was reduced from 170 lbs. to 139 lbs., the proof of the truth I send you enclosed. During all this time I used a cure, but failed until after applying a box of Little's Oriental Balm, and gave up useless employing physicians. I considered myself incurable, especially so, when the last physician told me that he would not accept any money from me, as the case was beyond his power to cure. But at this time I got a cure, and became firm in one of the morning papers. I purchased Little's Oriental Balm with very little hesitance, but I was surprised after using 2 to 3 bottles. I was greatly improved and the continued use of your wonderful remedy cured me of the help of God, of Rheumatism.

For my sake, please put do all in my power to bring forth my words. Sold at Re. 1 per bottle. Agents for Hongkong.—**THE VICTORIA DISPENSARY, LD.** H75-1.

VIA CYLON.
THE TROUBLE IN ASHANTI.
London, 10th May.
Governor Hodgson's Kumasi telegrams up to the 3rd instant described several thousand natives attacking the Fort for four hours continuously, and the British troops repelling their continuance and concentrate in the Fort. They ultimately reached with heavy loss. Twenty-two of our natives were killed. The contingent of Lagos Constabulary have arrived, leaving at their way through 800 of the enemy before they fought. The present occupants of the Fort are 350, including 18 Europeans. There is plenty of food, and the weather is clear.

DECREASE OF FLAQUE IN INDIA.
Simla, 8th May.
The Plague statistics for the past week show decline in deaths, the figures being 1,771 against 2,438 for the previous seven days; Calcutta, 1,350; Bombay, 1,340; Madras, 350; Bengal, 357; Calcutta, 252; Karachi City, 187; and Aden, 64.

NEW INDIAN ORDER INSTITUTED.
Calcutta, 12th May.
A Royal Warrant appears in to-day's *Gazette* wherein the Empire institutes new Order style, to be known as the "Kaiser-i-Hind," to be awarded to all who render service to India, irrespective of race, class, sex, rank, or creed.

The first and second class is an oval badge, gold or silver, to hang from the left breast by dark-blue ribbon, bars to be added if further services are rendered. It was Lord Curzon's suggestion.

THE FAMINE—SLIGHT DECREASE IN NUMBER ON RELIEF.
Calcutta, 15th May.
This Famine numbers are now 5,500,000—a decrease of 50,000 on last week's figures. Bombay dropped 53,000, the Punjab 30,000, Central India 25,000, and Ajmer and Ajmir 18,000. There is only a slight decrease in the Central Provinces, which have gone up 60,000.

EXPORT CARGOES.
Per P. & O. steamer *Bengal*, sailed on the 28th April. For Manchester—200 bales waste silk, or London—3 cases cigars from Manila, 500 cases of pepper, 970 boxes tea from Macao, 25 baskets of rice, 16 cases of rice, 1 case cigars, 1 case lychnet, 17 cases private effects, and 6 cases sundries. For Yona—165 bales raw silk. For Milan—20 bales raw silk. For Marseilles—100 bales raw silk, and 150 bales waste silk. For Marseilles have—1 case feathers.

Per P. & O. steamer *Malacca*, sailed on the 28th May. For London—37,407 bales waste and 4 cases cigars from Manila, 1,173 packages from Peochee, 3 cases private effects and 99 boxes tea from Amoy, 920 boxes tea from Macao, 100 cases Chinaware, 32 cases blackwoodware, 1 case fans, 320 rolls mats, 1 case preserves, 1 case woodware, 7 cases empty tins, 8 cases Persian opium, 15 cases of furniture, 2 cases curries, 20 bales feathers, 80 cases sundries, 653 cases camphor, 43 cases cane, 25 cases curries and blackwoodware, 1 case silk pipes and 15 cases cigars. For Manchester—40 bales waste silk. For Bordeaux—53 rolls mats. For Marseilles—15 cases cassia oil, 2 cases private effects and 4 cases hair.

TO-DAY.
Sale, Furniture, 3, Bellios Terrace, Mr. G. Lamert, 2.30 p.m.
Sale, Crown Land, 3 p.m.

TO-MORROW.
Inspection of the steamer *Holmby*, Kowloon Pier, 4 to 6 p.m.
Sales, Sundries, Sales Rooms, Mr. V. I. Remones, 2.30 p.m.

PUBLIC COMPANIES
THE "STAR" FERRY COMPANY, LIMITED.
NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the "STAR" FERRY COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, No. 2, Munang Road, Victoria, Hongkong, on MONDAY, the 11th day of June, 1900, at 12.30 o'clock in the afternoon, when the SUBJOINED RESOLUTION which was passed at the Extraordinary General Meeting of the Company held on the 23rd day of May, 1900, will be submitted for confirmation as a SPECIAL RESOLUTION.
That the Resolutions contained in Table A so far as they apply to this Company be acted as follows—
That the following clause be substituted for Clause 37 of this Act:— "The quorum for all the purposes of a General Meeting shall be not less than five members present in person or by proxy. No business shall be transacted at any General Meeting unless the quorum requisite be present at the commencement of the business."
By Order, EDWARD OSBOERNE, Secretary.
Hongkong, 23th May, 1900. [1588]

THE "STAR" FERRY COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
ISSUE OF \$100,000 NEW CAPITAL.
10,000 SHARES OF \$10 EACH, \$2.50 PAID UP. AT A PREMIUM OF \$0.50 PER SHARE, \$150 PAID UP.
NOTICE is hereby given that the Issue of \$100,000 New Capital which was sanctioned at the Extraordinary General Meeting of the Company held on 23rd May, 1900, will be offered to those persons who are registered Shareholders on the 5th June, 1900, in the proportion of One New Share to Every Old share.
The New Shares will be issued at a Premium of \$5, making a Total Payment of \$16 per share, of which \$2.50 per Share and \$1.50 Premium—\$4 in all, will be PAYABLE on the 5th June, 1900, and the Balance when called for.

THE TRANSFER BOOKS of the Company will be CLOSED from the 5th June to the 10th June, both days inclusive.
EDWARD OSBOERNE, Secretary.
Hongkong, 26th May, 1900. [1587]

NOTICE.
HUMPHREYS ESTATE AND FINANCE COMPANY LIMITED.
THE CERTIFICATE No. 2,698, dated 8th January, 1900, of the Shares numbered 201 to 19,250 in this Company, standing in the name of Mr. JAY BUY at Yokohama, was lost, and if at the expiration of One month from the date hereof, the above document not forthcoming, another Certificate will be made by the Company, and thereafter no other will be acknowledged.
JOHN D. HUMPHREYS & SON, General Directors.
Hongkong, 12th May, 1900. [1583]

A. S. WATSON & CO., LIMITED.

THE FINAL DIVIDEND for the year 1899, at the rate of Sixty cents per Share or Six per cent on the Capital of the Company, making Eleven per cent. for the year is **PAYABLE** at the Hongkong and Shanghai Bank, Hongkong, on and after this date, the 15th May, 1900, on Warrants to be obtained from the undersigned. Local Shareholders are requested to apply at the Company's Office for the same.

The DIVIDEND is also **PAYABLE** at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there on, and after the same date.

By Order.

A. H. MANCELL,
Secretary.

Hongkong, 15th May, 1900. 1483

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above company, held at the Registered Office of the company, Queen's Road Central, Victoria, Hongkong, on **TUESDAY, the Twenty-seventh** of March, 1900, the following Resolutions were passed:—

1.—That in pursuance of the provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 24th March and since duly registered, the sum of \$1,250,000 be withdrawn from the Reserve Fund and be carried on of the 2nd July next to the Credit of Capital Account, each Share being credited with a sum of \$25 as paid up thereon in addition to the sum of \$50 now standing to the credit of each Share.

2.—That the balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a Call be and is hereby made of 82½ per Share upon all the Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay accordingly.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the rate of \$12 centum per annum, upon all Calls remaining payable after the 9th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board.

A. SHALTON HOOPER,
Secretary.

Hongkong, 26th March, 1900. 1946

OLIVERS FRESHOLD MINES, LIMITED.

NOTICE is hereby given that a **FINAL CALL** of \$0.50 per Share has been made in respect of the "B" Shares in the above-named Company, and that such CALL is **PAYABLE** to the General Managers on the 17th day of **JULY** next, at the Offices of the Company, 38 and 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 16th May, 1900. 1848

THE CHINA AND JAPAN TELEPHONE CO., LD.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS:—

EXCHANGE LINES,
\$80 Per Annum.

PRIVATE LINES,
\$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

Including:—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.

PRICE LISTS
ON
APPLICATION.

ELECTRIC BELL INSTALLATIONS
ERECTED AND KEPT IN
ORDER.

Estimates given for all kinds of Electrical Work.

Trained Mechanicians sent to Out-Ports to
erect Installations if required.

For full particulars, &c., &c.,
Apply to **W. STUART HARRISON,**
Manager.

Note Address:—13, PRATA CENTRAL.
Hongkong, 18th January, 1898. [2559]

NORTH FORMOSA.

FOR SALE—A MAP OF NORTH FORMOSA, by J. W. PATERSON
M. Customs Survey. NEW EDITION
Dressed. Price, \$2.00. To be had at Daily
Sales Office and the Booksellers.

W. H. WEL-HAI-WEL LAND AND BUILDING CO., LD.
Incorporated under the Companies' Ordinances 1865 to 1890, of Hongkong, whereby the liability of Members is limited to the amount their Shares.

CAPITAL: 250,000 TAELS.
Divided into 10,000 Shares of 25 Taels each.
(With power to increase.)
Of which 3,000 Shares have been issued and subscribed for, and it is now proposed to offer subscription 3,000 more, payable as follows:—
10 Taels per Share on application.
15 Taels per Share on allotment.

DIRECTORS.
B. ALLEN, Esq., of Messrs. Calbeck, Macgregor and Co.
JENNIFER HOGG, Esq., Merchant, Shanghai.
S. JACKSON, Esq., Secretary, The Yangtze Insurance Association, Ltd.
ALEXANDER McLEOD, Esq., of Messrs. Gibb, Livingston and Co.
A. G. PLATT, Esq., Barrister-at-Law, Shanghai.
W. WRIGHTSON, Esq., of Messrs. Fearon, Daniel and Co.

AGENTS AT WEI-HAI-WEI.
MESSERS. LAYERS & CLARK.
BANKERS.
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
LEGAL ADVISERS.
MESSERS. STOKES AND PLATT.
SECRETARY.
P. F. LAYERS, Esq.

OFFICES: 21, NANKING ROAD, SHANGHAI.

PROSPECTUS.
When this Company was incorporated on the 1st July of last year, 3,000 only of its 10,000 Shares were issued, and the number, as pointed out in the Prospectus, was intended to be raised to 12,000. The cost of the purchase of the two Estates proposed to be bought and the 12 Bungalows then contracted for. The Prospectus also stated that, as the business of the Company demanded, and further shares would necessarily be issued.

The business of the Company having extended as anticipated by acquiring additional estates, further capital is now required, and Directors offer 3,000 more shares for subscription, the proceeds of which will be devoted to the purchase of the two Estates and to the cost of an Hotel—and to the further development of the Company's property.

The two Estates originally bought consisted of 60 acres, on which 12 Bungalows have been built. All of these Bungalows have been let for the summer season, others for a longer term, and the rentals amounting to Tls. 4,500, is sufficient to pay the interest of the loan of the 3,000 shares originally issued, and to meet about one-fourth of these two Estates has been developed, and the Bungalows are not yet yielding the full income that may be expected from them in future years.

The real properties acquired by the Company are exceedingly situated. The Company now owns 427 acres of land, and it can safely say that the shareholders of the W. H. W. L. & B. Co., Ltd., now possess the most desirable sites at Wei-hai-Wei.

As anticipated in the original Prospectus, an Hotel was found to be much wanted at Wei-hai-Wei, and the accommodation for residents and Naval Officers, depot and other visitors from Shanghai and other ports.

Directors have therefore commenced the building of such an Hotel at a cost of Tls. 100,000, so that it may be ready for the ensuing summer season, the contract date for completion being 30th June, and it should prove a very lucrative investment. It occupies a commanding position, overlooking the harbour, every care will be taken to ensure its being comfortable and attractive to visitors.

Do not the British Government, by reason of the war in South Africa, has so far delayed the carrying out of the proposed purpose of establishing at Wei-hai-Wei a Naval Base, depot and armament, and of making it a Naval Base, but a good deal of progress has been made in this direction, and there is every reason to believe that before many months are over the British Government will turn its attention to the Wei-hai-Wei question, and eventually it will become a place of great importance.

The fact that all the Bungalows belonging to the Company have already been let for the summer season goes to show that the place will be largely used as a summer resort.

The Directors, being well satisfied with the progress already made, have every confidence in the future success of the Company, and consider that the extension of its business justifies them in now carrying out the original intention of calling for the further capital required for the development of its property.

Applications for shares should be made on the application and forwarded to the Bankers of the Company, together with the amount payable on application.

The number of shares applied for by any applicant has not been allotted, the surplus of the amount paid on deposit will be appropriated to the sum of the cost of allotment. When no allotment is made the deposit will be returned.

PROSPECTUSES AND FORMS OF APPLICATION FOR SHARES can be obtained at the Chartered Bank of India, Australia and China, or at any of the offices of Messrs. L. & C., or at the offices of the Company, No. 21, Nanking Road, Shanghai.

Copies of the Memorandum and Articles of Association of the Company can be inspected by intending subscribers at the said offices of the Company.

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT.
2, Zeland Street, Auctioneer, Appraiser
and Commission Agent.

HUGHES & HOUGH.
Auctioneers to the Government, and Share
and General Brokers, corner Lee House
Street and Praya Central.

GEORGE P. LAMBERT.
Auctioneer, Valuer and Goods Broker,
Dodd Street.

V. I. REMEDIOS.
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

STAG HOTEL.
148 and 150, Queen's Road Central.
Comfortable and Cheap.

THE WESTERN HOTEL.
Excellent Accommodation, \$2.00 per day.
50 and 52, Queen's Road West.

BOOKBINDING

DAILY PRESS OFFICE.
The only office in China having European
style workmen. Bound to Home Work
Booksellers and Stationers.

W. BREWER & CO.
Printers, Bookbinders and Account Book
Manufacturers, 25 and 27, Queen's Road
(corner Hongkong Hotel).

BUILDERS

KANG ON.
Contractor, 39, D'Almeida Street, Local
and Coast Port Buildings, Timber, Brick
and Granite.

Mechanics engaged, Estimates given.
CHEMISTS, DRUGGISTS, &c.

THE PHARMACY.
10, Queen's Road Central, Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aerated
Waters, Dealers in Photographic
Requisites, Queen's Road.

WATKINS, L.D. APOTHECARY'S HALL. 65,
Queen's Road Central, Cigars, Aerated
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THE NAVY AND THE EMPIRE.BY
W. LAIRD CLOWES.

(Author of "The Royal Navy," &c.)

THE DEVELOPMENT OF THE NAVY.

The Royal Navy is the senior of the two mi-
litary services: that is to say, there was a British
navy before there was a British army. The
navy, in consequence, takes precedence every-
where; and it is incorrect to write or speak of
the "Army and Navy," or to give to a news-
paper such a title as "The Army and Navy
Gazette." The navy, if represented at a review
of field-day on shore, occupies the post of hon-
our at the right of the line; and if naval and
military forces be employed together in a cam-
paign, and the naval and military commanders
be officers of equal relative rank and seniority,
the naval commander takes the general leader-
ship.

The foundation of the present standing army
is usually held to date from 1800, though there
are regiments which trace their origin to a some-
what earlier period. The origin of the navy,
however, is shrouded in more or less in obscurity.
There was certainly something of the kind
under the Saxon kings. Previous to the ac-
cession of King John it had become a
regularly organised force, and John greatly
extended and improved it. From that time its
history can be traced without interruption.
Not, however, until 1544 was the service placed
under management very similar to that which
now directs it. In that year the civil adminis-
tration was handed over to a Navy Board, and
the Navy Board, with few important
modifications, until 1893, when the civil as well
as the military direction of affairs passed to the
Board of Admiralty, upon which the old Navy
Board is now represented by the Controller, the
Permanent Secretary, and various subordinate
officers. The Board of Admiralty itself, so far
as its executive functions are concerned, is the
descendant of the Lord High Admiral of the
old days and is a commission appointed to
carry out the duties of that office. Not until 1828
was the executive office placed in commission.
For the most part it has been in commission
ever since, though the post was temporarily
vacant under James II. and Queen Anne, and
more recently, in favour of the sailor prince who
afterwards ascended the throne as William IV.
This constitution of the Board was slightly
altered in 1872 and again in 1892.

The extent of the development of the navy
may best be judged from a consideration of the
amounts which have been spent on it at different
times. At the beginning of the fifteenth cen-
tury its cost was much less than £50,000 a year.
Under the Commonwealth, when England was
engaged in great campaigns, its annual cost
never exceeded a little over £300,000. When
George III. came to the throne, the year's ex-
penses were about £500,000. Never during
the war of American Revolution was it more
than £3,000,000. In the first year of the
war of the French Revolution it was only about
£5,525,000. In 1805, the year of Trafalgar, it
did not exceed about £5,500,000. Yet to-day
the naval budget, even in peace time, commonly
amounts to very considerably over £20,000,000.
This year it is a third as much again. Making
due allowance for the difference in the value of
money, it may safely be concluded that the navy
now costs upwards of twenty-five per cent. more
in peace time than it ever cost during the
height of our struggles with our enemies in the
past. Yet it is by no means unduly expensive.
Considerable economies have been made, more than
half the total revenue of the country upon the
fleet. Now, when we have a commerce
hundred times greater than Cromwell's and an
empire a hundred times larger than his, we spend
only about a fifth of our income upon the navy.
We can hardly therefore be charged with ex-
travagance.

The material of the Navy has developed more
remarkably than the expenditure on the service.
The navy of Elizabeth consisted of between forty
and fifty vessels, the total tonnage of which did
not exceed 15,000 tons. The largest ship
opposed to the Armada, in 1588, was the
"Triumph," of about 1,100 tons. At present the
navy includes upwards of five hundred craft of
various types, from the 15,000-ton battleship,
and the almost equally large cruiser, down to the
12-ton second class torpedo boat. We have
hundreds of vessels—more than a hundred—any
three of which are of greater weight than was
the entire fleet which met the Armada of the
Duke of Medina Sidonia; and we have many a
single gun which throws a heavier weight of
shot than was thrown by the whole broadside of
the best of Elizabeth's battle-ships. Howard's
fleet, in 1588, had on board about 8,500 officers
and men. It was practically the whole navy of
England at that day. At present our military
forces consist of about 240,000 men, and our navy
men together, and the numbers permanently
available for service, are about 150,000.

The growth of the ship itself was not
quite recent years, extremely rapid. I have
just said that the largest of Elizabeth's craft
measured 1,100 tons. By 1817, when the *Swallow*
of the *Swallow* was built, the standard battle-ship
had risen to 1,400 tons. In 1862 it had risen to 2,400 tons, and in 1872
to 2,600 tons, the tonnage of Nelson's famous ship,
the *Victory*, which, after nearly a century,
and a half of service, still lies peacefully in Port-
smouth Harbour. The *Victory* is only 180 feet
long—shorter than any save the very shortest
and smallest of our modern torpedo-boat destroyers
—and her displacement, measured in the modern
way, is only that of a small cruiser. Then the
maximum went up, in 1789, to 2,886 tons; in
1800 to 3,120 tons; in 1830 to 3,104 tons; and

in 1850 to 4,127 tons. The wooden three-decker
reached her largest growth in 1860, when the
Force, now the *Inflexible*, of 4,245 tons
(builder's measurement) was launched at Pen-
brooke. The displacement of this fine craft,
still a training ship at Devonport, is set
down in the Navy List at 6,357 tons; and
it is, perhaps, not amiss to say that the old
measurements may be roughly translated into
modern displacements by the addition of about
one-third. Such being the case, it took three
centuries for the ship of war to grow from
about 1,400 to 6,500 tons displacement. Since
1860, a period of but forty years, the war ship
has grown from 6,500 to 15,000 tons displace-
ment. The great jump was made when iron
was first substituted for wood as the material
from which to build line of battle ships. The
iron *Black Prince*, built in 1861, was nearly
half as big again as the wooden *Force* of the
previous year. Length has increased as much
as displacement. The 1st foot of the *Victory* of
1765 has given place to the 700 feet of the
present *Portsmouth*.

The naval gun has grown too. The biggest
gun in Elizabeth's fleet had a bore of 8 inches,
and threw a 9 lb. shot, with a powder charge of
27 lbs. The gun itself weighed 5,000 lbs. and
its length was probably 40 ft. The biggest
gun in our newest battleships has a bore of
12 inches, and throws a projectile weighing
850 lbs., with a powder charge of 1,075 lbs. of
cordite. The gun itself weighs 100,000 lbs.,
and its length is a little more than 37 feet.
Finally, Elizabeth's *Triumph* probably cost her
twenty-five and seven thousand pounds. A
modern battleship of the destroyer sometimes
costs upwards of a million.

It is not easy to realise how rapid has been
the development of the navy during the past
half century. In 1870 there were, for example,
no steamships of the line, except one or two
ancient wooden vessels which had been fitted
with auxiliary propellers and which had a
speed, under steam, of seven or eight knots.
The first British line of battle ship to be built
for the service was the *Agamemnon*, 31, which
was launched at Woolwich in 1872. She made
then excellent speed of 11 knots, and was
regarded as an extraordinary formidable fighting
machine. Then came fifty years ago there
were, of course, no iron or steel battleships.
There were a few iron frigates, or rather vessels
which had been designed as such, but so badly
did the Admiralty think of iron under the in-
fluence of shot that these frigates were pre-
sented to be fighting craft. The first iron fighting
ship, properly so-called, that was built for the
navy was the iron-armed *Warrior* of 1861. Over
more fifty years ago there were no breech-load-
ing guns, and no rifled guns in the service. The
breech-loader did not become a naval weapon
until long after the Crimean war, and even
after its first adoption, it suffered a long eclipse,
and was not permanently and generally made
part of the armament of our war ships until
about 1881. The rifled gun began to come into
service after the Crimean war, but numbers of muzzle-
loaders were to be found in the service for years
subsequent to the close of that campaign. I
need hardly add that the progress of the automa-
tic type, torpedoes, boats, hydraulic and electrical
machinery as applied to the manipulation of
heavy guns, electric lighting, the Morse system
of signalling, quick-firing and machine guns,
and to mention magazine rifles, smokeless pow-
der, and a hundred other material improvements,
are the inventions of the past half century, and
have, in that period, completely revolutionised
the science of naval warfare.

All, or very nearly all, the earlier engines
used for steam propulsion in the navy were of
the side-rod type, and all the boilers were of
the fire variety, working with a pressure seldom
or never exceeding from 22 to 30 lbs. In 1845
tabular boiler, and oscillating cylinders first
appeared, the maintenance of the Admiralty,
though oscillating engines had been patented
as early as 1827. In the first screw ships the
engines were not coupled directly to the screw
shaft, but were connected to it. When, however,
the screw had been for a few years applied to
ships of the line, it was perceived that it was
most important to keep the engines, then always
horizontal, as far as possible below the water-
line. This led to the coupling of the engines
immediately to the screw shaft. More revolu-
tionary were naturally needed than had been called
for under a system which multiplied them by
means of cogged wheels; but the use of high-
pressure steam, introduced into the navy in 1853,
aided in the solution of the problem then
created. For many years, nevertheless, high-
pressure steam found little favour among naval
engineers. The twin screw, an immense addi-
tion to the safety and manoeuvring power of
ships, made its first appearance in a British
battleship in the *Devonshire*, which was launched
in 1869.

Improvements in the personnel.
Fully as important as the improvements in
the material of the navy are the improvements
in the personnel. Fifty years ago there was
hardly a regular body of naval engineers. The
Admiralty relied upon a few best men, and as
necessity demanded, and it frequently had to
obtain men from the army, and to make use of civil
engineers, even then obtaining large proportions
of instruction from landmen, who were of course
not trained in sea service. The demand for
naval engineers, however, was enormous. In 1861
there were only 1,000 naval engineers, and in
1870 1,500. In 1872, 11,000, and during that
year 1,100 more. But there were no continuous
service for seamen, and when peace supervened,
thousands of men who had fought valiantly for
their country, and who were characteristically
simple and unpretentious, were thrown into dis-
ciple. Proper methods, moreover, were not
adopted for making the service popular on the
lower deck. Leave was seldom given; food was
often bad; sanitation was commonly neglected;
and punishment was incessant and often brutal.
In 1862 the present system of continuous ser-

vice was introduced. It has entirely changed
the conditions. We now have a permanent force
of upwards of 100,000 trained seamen and Royal
Marines, the seamen brought up from boyhood
to their work, and assured, provided that they
behave well, of a pension when they can serve
no longer, and the Marines picked long-service
men, who are generally admitted to be about
the finest troops in the world. The lower deck,
too, has been made clean, wholesome, civilised,
and fairly contented. Barbarous punishments
have been abolished, without the slightest
detriment to discipline; and, in place of the rough
and ignorant seamen of fifty years ago, we have,
as the present-day blue-jackets, the most intelli-
gent and educated representatives of the classes
whence such men are drawn. They were not
given a regular uniform until 1857, though for
many years before that date, a kind of conven-
tional uniform, modified to suit the taste of in-
dividual captains, was worn in most of her
Majesty's ships.

The development of the British naval officer
is very interesting. The fighting officer was
originally a soldier pure and simple, often
without an atom of sea experience. He went
with his men on board ship, and it was for the
master of the ship to place the fighting force
in position in which it could do its duty to the
best advantage. The master himself probably
took no part in the fighting. He merely in-
spected, stored and sailed his craft. The rank
of "Master" remained in the Navy List until
after the middle of the present century, when
the new ranks of Staff Commander and Na-
vigator, Lieutenant, were substituted for
it. In spite, nevertheless, of the importance
of his work, the Master was, until well on in
the present reign, only a warrant officer.
The military element in the navy being still con-
sidered to be the sole element worthy of being
honoured with the Queen's commission. The
commission was, however, at length given to the
navigators, and later it came to be recognised
that the management of a ship, and the taking
of her into action, were so intimately allied to
the duties of a fighting officer that the naviga-
tor branch was abolished. The navigating work
is now ordinarily done by an executive (i.e. a
fighting) officer, who is specially "borne" for
particular duties, but only recently has it been
thus practically admitted that an officer ought to
be capable of navigating as of fighting his
vessel; and even to this day it is not perceived
that the executive officer should also be capable of
driving his ship, and of looking after her stores
and accounts. This is the reason why, although
the navigating department has been done away
with, the navy still has separate departmental
officers as engineers, and as storekeepers, and as
non-combatants—officers who are regarded as non-
combatants in so far that they are not in the line
of command.

Of the executive or military officers, the oldest
rank now surviving is that of Admiral. It
dates in England from the year 1297, if not
earlier. Commanders of ships began to be
called Captains about the year 1350; but there
were no naval captains in the modern sense of
the word, until after that rank of officers had
been made into a permanent body by the adop-
tion, in 1674, of a measure giving them half pay
in peace time. The rank of Commander,
originally "Master and Commander," arose at
about the same time. It has no connection
with the rank of Master. On the contrary it
means, and has always meant, captain of a small
craft, or, in this century, captain of a large
ship. The next rank, that of Lieutenant, ex-
isted in its modern sense before the days of
the Armada; but it afterwards disappeared, to
be revived under Charles I. Below it came the
rank of sub-Lieutenant, formerly Mate. The
sub-Lieutenant developed from the Midshipman,
and the Midshipman from the Naval Cadet.
Promotion up to the rank of Lieutenant is by
commission; to the ranks of Commander and
Captain it is by selection; and to flag, or Ad-
miral's rank, it is by seniority. Length of sea
service and age limits have, however, modifying
influences upon every officer's advancement.

Anciently it was the general practice for
parents who desired that their sons should be-
come naval officers to entrust them to the care
of some friendly Captain, who took them to sea
with him in some nominal capacity, and
educated them for their profession. Another
way of entering was by means of what was
known as the King's Letter. For many years
there was no sort of preliminary education
aboard; and a youngster had to pick up his
training and experience at sea, more or less at
haphazard; but, of course, many Captains took
very little practical interest in their charges.
In time, the Royal Navy Academy was estab-
lished; but entry through it was, for a very
long period, quite optional; and it was not until
the *Bulwark* was made a training ship for
Cadets, in the year 1870, that the modern system
of entry and preliminary education came into
vogue.

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VICTORIA, B.C., & TACOMA	GOODWIN	Brit. str.	—	A. Jackson	DODWELL & CO., LIMITED	On 2nd June.
VANCOUVER, via SHANGHAI, &c	EMPEROR OF CHINA	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R.R. CO.	On 6th June.
PORTLAND, OREGON, &c	BUAEMAR	Brit. str.	—	W. Watt	DODWELL & CO., LIMITED	On 9th June.
SAN FRANCISCO via SHANGHAI, &c	CITY OF RIO DE JANEIRO	Amr. str.	—	—	PACIFIC MAIL S.S. CO.	On 9th June, at Noon.
SAN FRANCISCO via SHANGHAI, &c	CORPUS	Brit. str.	—	—	O. & O. S. S. CO.	On 19th June, at Noon.
SAN FRANCISCO via SHANGHAI, &c	NIPPON MARU	Brit. str.	—	—	TOYO KISEN KAISHA	On 31st inst., at Noon.
SAN DIEGO, &c, via KOBE, &c	BRIGIAN KINO	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On or about 20th June.
AUSTRIAN PORTS	AIRLIE	Brit. str.	—	St. John George	GIBB, LIVINGSTON & CO.	On 31st inst., at 4 P.M.
YOKOHAMA, via NAGASAKI & KOBE	ROHILLA	Brit. str.	—	C. H. S. Toogee, R.N.R.	P. & O. S. N. Co.	On or about 9th June.
NAGASAKI & MOJI	TAIYUAN	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	ODENBERG	Ger. str.	—	H. Prager	MELCHERS & CO.	Quick despatch.
SHANGHAI	BENALDE	Brit. str.	—	Hartis	BUTTERFIELD & SWIRE	To-day, at Noon.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	S. Barcham	P. & O. S. N. Co.	On or about 9th June.
SWATOW, AMOY & TAMSUI	TAMUO MARU	Jap. str.	—	H. Nagata	MITSUI BUSSAN KAISHA	On 30th inst., at Daylight.
SWATOW	HAIOGONO	Brit. str.	—	Bathurst	MITSUI BUSSAN KAISHA	On 2nd June, at Daylight.
SWATOW	FORNOSA	Brit. str.	—	Hodgins	DOUGLAS LARSEN & CO.	To-morrow, at 10 A.M.
MANILA, ILOILO & CEBU	KAIPOONG	Brit. str.	—	Pennafather	BUTTERFIELD & SWIRE	To-day, at Noon.
MANILA	SUNSHINE	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA	SHANTUNG	Brit. str.	—	W. Watt	SHAW, TOMES & CO.	On 1st June.
SAMARANG & SOERABAYA	SHANTUNG	Brit. str.	—	Quail	BUTTERFIELD & SWIRE	On 30th inst., at 5 P.M.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	Fayns	BUTTERFIELD & SWIRE	On 1st June.

SHIPPING.

ARRIVALS.
May 25, CHOWFA, British str., 1,055, Williamson, Bangkok 18th May, Rice and Wood.—CHINESE.
May 25, PATROCI, British str., 1,248, C. C. Williams, Tientsin 18th May, Ground Nuts.—BUTTERFIELD & SWIRE.
May 26, BRENALDER, British str., 1,850, C. R. McIntosh, S.S.R., Singapore 25th May, General.—GIBB, LIVINGSTON & CO.
May 26, HANOI, French steamer, 740, Pannier, Haiphong 25th May and Hoihow 25th, General.—A. R. MARTY.
May 26, FEICHING, Chinese str., 976, Gordon, Chinkiang 21st May, Oil.—CHINESE.
May 26, LOONGMOON, German str., 1,245, F. Schulz, Shanghai 23rd May, General.—SIESSMAN & CO.
May 26, KANSU, British str., 1,158, Sommer-ville, Canton 25th May, General.—BUTTERFIELD & SWIRE.
May 26, MYKING, British str., 1,286, R. W. Almond, Manila 23rd May, Hemp, Sugar, and General.—SHAW, TOMES & CO.
May 26, HANCOCK, American steamer, 3,000, H. K. Struve, San Francisco 17th April.
May 26, ANPING MARU, Japanese str., 1,053, I. Sato, Tainanfu 23rd May, General.—MITSUI BUSSAN KAISHA.
May 26, POKHORA, British steamer, 674, E. J. Hodgins, Swatow 25th May, General.—DOUGLAS LARSEN & CO.
May 26, PIERANAGO, British str., 1,021, A. S. Calder, Bangkok 14th May and Swatow 25th, General.—BUTTERFIELD & SWIRE.
May 26, TATAGANI MARU, Japanese str., 1,673, Toranzo, Manila 24th May, Coal.—MITSUI BUSSAN KAISHA.
May 26, DECIIMA, German str., 704, Christian-son, Canton 26th May, General.—SANDER, WILKES & CO.
May 27, TBYE, Norwegian steamer, 710, Dahl, Canton 27th May, General.—EAST ASIATIC TRADING CO.
May 27, AIRLIE, British str., 2,500, St. John George, Kohn 21st May and Moji 22nd, General.—GIBB, LIVINGSTON & CO.
May 27, HAILAN, French str., 377, Melchers, Peking and Hoihow 26th May, General.—A. R. MARTY.
May 27, HAILONG, British steamer, 783, H. Bathurst, Tientsin, Amoy and Swatow 25th May, General.—DOUGLAS LARSEN & CO.
May 27, MIKAWA MARU, Jap. str., 1,404, M. Takahashi, Amoy 25th May, General.—NIPPON YUSEN KAISHA.

CLEARANCES.
At THE HARBOR MASTER'S OFFICE.
28th May.
Korea, British str., for Swatow.
Maiduru Maru, Japanese str., for Swatow.
Fausang, British str., for Hongkong.
Thodon, British str., for Swatow.
Tatsumi Maru, Japanese str., for Moji.

DEPARTURES.
May 25, KASUGA MARU, Jap. str., for Sydney.
May 25, TAKASAGO, British str., for Canton.
May 25, APENRADE, Ger. str., for Haiphong.
May 25, ULYANES, British str., for Port Arthur.
May 25, CLYDE, British str., for Shanghai.
May 25, LOONGMOON, British str., for Liverpool.
May 25, HAILAN, British str., for Amoy.
May 25, DRUMMOND, Brit. str., for Shanghai.
May 25, FUTANI MARU, Jap. str., for Nagasaki.
May 25, LOONGMOON, German str., for Canton.
May 25, LIGHTNING, British str., for Calcutta.
May 25, THODAS, British str., for Saigon.
May 25, ORANAO, British str., for Singapore.
May 25, EMMA LUTHER, Ger. str., for Yokohama.
May 25, KOSKITA, British str., for Swatow.
May 25, COSMOBAND, British str., for Europe.
May 27, MAIDZU MARU, Jap. str., for Swatow.

VESSELS IN DOCK.
ABERDEEN DOCK.—Taiyuan, U.S.S. Monterey, W. H. Smith.
COSMOPOLITAN DOCK.—Independent, Devonshire.

SHIPPING REPORTS.
The British steamer *Chowfa*, from Bangkok 18th May, had light to moderate winds and fine weather throughout.
The British steamer *Foriosa*, from Swatow 25th May, had moderate S.W. wind and sea and fine clear weather throughout.
The British steamer *Phonang*, from Bangkok 14th May and Swatow 25th, had light southerly winds and fine weather throughout.
The Japanese steamer *Maiduru Maru*, from Amoy 25th May, had fine clear weather throughout the voyage with gentle south-westerly breeze and light sea.
The German steamer *Loongmoon*, from Shanghai 23rd May, had foggy weather, fresh S.W. wind to Breach, and light S.W. wind to port fine clear weather and light S.W. wind.
The British steamer *Pakhoi*, from Tongku 28th May, had moderate S.W. winds from Taku Bar to Barron Island, accompanied with thick fog; from thence to port light S.W. winds and fine clear weather.
The British steamer *Maikong*, from Tamsui, Amoy and Swatow 26th May, had moderate S.W. wind and sea, clear weather to Amoy. From Amoy to Swatow and to port light S.W. wind and clear weather. Steamer in Swatow—*Newchong*.

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, ILOILO AND CEBU.

THE Company's Steamship

"KAIPOONG."

Captain Pennafather, will be despatched as above TO-MORROW, the 29th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th May, 1900. [1579]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NAGASAKI AND MOJI.

THE Company's Steamship

"TAIYUAN."

Captain Nelson, will be despatched TO-MORROW, the 29th inst., at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th May, 1900. [1561]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLUS."

Captain Dickens, will be despatched as above TO-MORROW, the 29th inst., at 4 P.M.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th April, 1900. [1219]

THE OSAKI SHOSSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU."

Captain I. Sato, will be despatched for the above ports on WEDNESDAY, the 30th inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 16th May, 1900. 1443

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"MENMUIR."

Captain E. W. Almond, will be despatched as above on WEDNESDAY, the 30th May, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber. A doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 25th May, 1900. [1583]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AIRLIE."

Captain St. John George, will be despatched for the above ports on THURSDAY, the 31st inst., at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c, throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.Y. Return Tickets issued by this Company to and from Australia are available for return by the steamer of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 9th May, 1900. [1497]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG & SOERABAYA.

THE Company's Steamship

"SHANTUNG."

Captain Quail, will be despatched as above on FRIDAY, the 1st prox.

For Freight apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th May, 1900. [1580]

HONGKONG, 17th May, 1900.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO. FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer	Tons	Captain	Proposed Sailing	Steamer	Tons	Captain	Proposed Sailing
GOODWIN	4,421	A. Jackson	June 2	BRAEMAR	3,601	W. Watt	June 9
GLENGOLG	3,750	W. Prakes	July 3	ARCTIC	2,907	W. S. Thomson	June 30
QUEEN ADELAIDE	2,832	P. McNair	July 25	MOSS SHIRE	2,874	I. Kennedy	Aug. 4
DUKE OF FIFE	3,521	J. S. Cox	July 28	BRAEMAR	3,601	W. Watt	Aug. 25

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 447.

Excellent accommodation. First class Table, Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 341.

The Railroad travelling is second to none on the American Continent; two trans-continental lines from Tacoma: Dining Car is attached to trans-continental trains day and night; SAGWA MA to NEW YORK in 41 days. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 428.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DYAL and ST. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK, 265 10x 04.

This route covers the ocean voyage to TACOMA or PORTLAND and back. Railway from TACOMA or PORTLAND to CHINAMP and return. Sleeping and Dining Car accommodation. Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotel.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 31st August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park.

The round trip can be made within three months.

Rates of Passage to other Ports on application.

A Special rates allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 24th May, 1900. [10]

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 30th May
SACHSEN	THURSDAY 14th June
OLDENBURG	THURSDAY 23rd June
BAVARIEN	THURSDAY 12th July
STUTTGART	THURSDAY 26th July
KONIG ALBERT	THURSDAY 9th August
WEIMAR	THURSDAY 23rd August
PRINZ HEINRICH	THURSDAY 6th September
PREUSSEN	THURSDAY 20th September
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 3rd October
SACHSEN	WEDNESDAY 17th October
OLDENBURG	WEDNESDAY 31st October
BAVARIEN	WEDNESDAY 14th November
STUTTGART	WEDNESDAY 28th November

ON WEDNESDAY, the 30th day of May, 1900, at Noon, the Steamer "HAMBURG" of the HAMBURG-AMERIKA LINIE, Captain Luxemburg with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 29th inst. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 29th inst., and Parcels will be received at agency's Office until Noon, on TUESDAY, the 29th inst.

Contents of Packages are required. No Parcel Receipts will be signed for less than £2. Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Lincs can be valued on board.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 17th May, 1900. [8]

VESSELS ON THE BERTH

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SALE ON REMARKS.

LONDON &c. { BALLAARAT { Noon, 9th June } See Special Advertisement.
C. L. W. Field

SHANGHAI { BENGA { About 9th June } Freight or Passage.
S. Barcham

YOKOHAMA VIA NA { ROHILLA { About 9th June } Freight or Passage.
GASAKI & KOBE. { C. H. S. Toogee, R.N.R.

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 27th March, 1900.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPEROR OF CHINA. Comdr. R. Archibald, R.N.R. WEDNESDAY, 6th June, 1900

EMPEROR OF INDIA. Comdr. O.P. Marshall, R.N.R. WEDNESDAY, 27th June, 1900

EMPEROR OF JAPAN. Comdr. G. A. Lee, R.N.R. WEDNESDAY, 19th July, 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which have daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace the PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c, apply to

D. E. BROWN, General Agent, Pedder Street.

Hongkong, 5th April, 1900. [9]

NORDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

VESSELS ON THE BERTH
BEN LINE OF STEAMERS.

FOR LONDON.
The Steamship
"BENLARIQ."
Captain Krohn, will be despatched as above on or about SATURDAY, the 31st June.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 19th May, 1900. 1513

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BALLAARAT."
Captain C. L. W. Field carrying Her Majesty's Mails, will be despatched from this for Bombay on THURSDAY, the 31st June, 1900, at Noon, taking passengers and cargo for the above ports. Suez and Aden, all cargo for France, and for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
A. M. MARSHALL, Acting Superintendent.
Hongkong, 23rd May, 1900. 1514

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
COPTIC (via Shanghai), Tuesday, June 19, at Noon.
Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.
GALIC (via Shanghai), Saturday, July 14, at Noon.
Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.
Doric (via Shanghai), Tuesday, Aug. 7, at Noon.
Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 19th June, 1900, at Noon.
Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and Northern Pacific Railways; also the Canadian Pacific Railway on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.
C. L. GORHAM, Acting Agent.
Hongkong, 2nd May, 1900. 1515

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.
PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.
S.S. "Belgian King" will be despatched for SAN DIEGO and SAN FRANCISCO via KOBE, YOKOHAMA and HONOLULU on or about 20th June.
Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 26th May, 1900. 1516

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.
STEAM FOR SHANGHAI, NAGASAKI, HIOGO, AND YOKOHAMA.
The Imperial German Mail Steamship
"OLDENBURG."
OF THE NORDDEUTSCHER LLOYD.
Captain H. Prager, due here with the outward German Mail about the 30th inst., will leave for the above places about 24 hours after arrival.
NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELOCHERS & CO., Agents.
Hongkong, 26th May, 1900. 1517

VESSELS ON THE BERTH

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.
FOR MARSEILLES, HAVRE AND COPENHAGEN, via BANGKOK.
The Company's Steamship
"MALAYA."
Captain Prall, will be despatched as above on MONDAY, the 4th June, a.o.
For Freight or Passage, apply to
MELOCHERS & CO., Agents.
Hongkong, 19th May, 1900. 1518

VESSELS ON THE BERTH

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, June 9, at Noon.
CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, July 5, at Noon.
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, July 31, at Noon.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 31st May, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and Northern Pacific Railways; also the Canadian Pacific Railway on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.
C. L. GORHAM, Acting Agent.
Hongkong, 10th May, 1900. 1519

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
"KUMSANG."
Captain Payne, will be despatched as above on SATURDAY, 2nd June, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., General Managers.
Hongkong, 26th May, 1900. 1520

VESSELS ON THE BERTH

THE COMPANY'S STEAMSHIP
"ANTENOR."
Captain M. H. F. Jackson, will be despatched as above on TUESDAY, the 26th June.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 19th May, 1900. 1517

VESSELS ON THE BERTH

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.
THE Company's Steamship
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having arrived from the above Ports, consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.
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No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.
Hongkong, 23rd May, 1900. 1527

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